

REPORT

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THIS IS UNEVALUATED INFORMATION

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1. The Uzbek SSR is primarily farming country and development of industry there has been slow. The factories in or near Tashkent (41-20N, 69-18E) were hastily set up during World War II and all the equipment is make-shift. The percentage of skilled laborers among the Uzbeks is very low, and the fact that all skilled laborers over the age of 40 are Great Russians or Ukrainians reveals how young Tashkent industry is.
2. Most of the officials in the factories are Great Russians or Ukrainians; native Uzbeks are hardly, if ever, employed as officials or technicians. Great Russian laborers can be found in the large, State-controlled factories, whereas native Uzbeks are generally found in food, liquor, and brick factories. Compared with Great Russians, the Uzbeks are poorly educated and seem unsuited for industrial work. Those employed in the factories have little incentive to work because they come from neighboring farming villages where there is no shortage of food and clothing.
3. Many of the factories use a large number of women workers. Even though there are very few skilled women laborers, more than 40 percent of the number of employees doing riveting jobs in aircraft factories are Great Russian women. At times 60 percent of the employees in the casting plants have been women, but in general their productive capacity is only 60 percent of the men's. In the casting plants the women's work is auxiliary to the men's. Light industries in Tashkent employ more women laborers than men.

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Aircraft Plant No. 84 in Tashkent

4. During World War II, a plant from Moscow was dismantled and moved to Tashkent. Aircraft Factory No. 84 consists of two parts: a parts producing plant and an assembly plant. The former is located in a converted loom factory and the latter is located in a hangar on Tashkent airfield which

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was hastily converted for this purpose. During 1948, the assembly plant was being expanded to three times its war-time size. By the fall of 1948, the foundation for the expanded plant had been laid out and a railroad spur line ran to the plant area. One of the guards remarked that the plant could be converted into a tank factory in the future.

Production

5. Until early 1948, the factory, which had about 3,000 employees, produced Douglas DC-3 transports, with a production norm of 30 planes a month. Actually, monthly production was quite uneven, primarily because of failure to receive supplies regularly. Therefore, some months the norm was fulfilled 80 percent and other months 120 percent. As long as there was 100 percent fulfillment for the year, there were no complaints. There was a change of pace even during a single month. At the beginning of a month, work was done normally without any rush, but toward the end of the month hasty work was always done and some sections were ordered to work overtime. The assembly section would almost always find itself behind because production was late in the parts section. When this happened, the factory supervisor would order the assembly section to come to work later and to work overtime. Such a system did not have a desirable effect on the finished product. 50X1-HUM

6. [REDACTED] It is believed that a new type transport aircraft is being produced there at present.

Wages

7. Following is a list of the fixed wages of employees of Factory No. 84. If the norm is fulfilled and extra work is done during a month, the men in the foreman bracket get a bonus for that month amounting to 1,000 to 2,000 rubles, according to the amount of extra work done. The percentage given in parentheses indicates the percentage of that type laborer employed in the factory.

<u>Type Laborer</u>	<u>Monthly Wage</u>
Supervisor	2,500 - 3,000 rubles
Foremen (old-time hands)	1,000 - 1,500 rubles
Skilled laborers (10% of total)	1,000 rubles and over
Young laborers - A (30% of total)	800 - 1,000 rubles
Young laborers - B (40% of total)	600 - 800 rubles
Boy laborers (18 yrs. and younger) (20% of total)	400 - 600 rubles

Capability of Labor Force

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8. [REDACTED] the work done in Factory No. 84 is very crude and the capability of the Soviet technicians is below the level. 50X1-HUM

- a. Most of the supervisors and technicians are between 20 and 40 years of age and, although they have graduated from school, they lack the experience and confidence that would make them real leaders.
- b. Although the foremen of various sections are experienced, they lack a basic knowledge of engineering, especially in regard to supplies. Their use of supplies is outrageous. They attach great importance to experience and make no attempt to be progressive in their methods. The foremen split up the labor to such an extent that the individual worker becomes completely inadapted to any other type of operation. He is interested only in doing his own job right and will just stand and watch any work not in his category. Many times a laborer watching a job being done incorrectly in a section other than his own would make no attempt to point out the mistake. Even though he recognized that something was wrong, he would pass it up with a "Nichego!"

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c. There are very few middle-aged skilled laborers; most of them are between the ages of 20 and 30. Some of them who are 25 or 26 have had 13 or 14 years of experience, but they lack education and their work is rough and sporadic. For instance, they may do their work as quickly as possible so that it barely passes inspection and then, if time is left over for the norm period, they will idly sit doing nothing.

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d. They are rough in handling tools and supplies. [redacted] hitting a duraluminum plate with a steel hammer without giving a thought to the marks and dents they were making. They then spread mud over the surface of the plate to hide these dents. This was done even though there were wooden mallets and lead and copper hammers on hand for this purpose.

Inspection of Work

9. The inspection work in the early stages of production is handled by girls who are graduates of a ten-year school at best. Their inspecting jobs are very poor; many times they have been known to let a poor rivet job pass inspection. There are foremen who are also school graduates who review the work of these girl inspectors, but they are only human and a few loose bolts get by them.
10. As a result of this negligence, riveted plates of less than .8 mm thickness usually have ripples in them which are corrected by being filled in with some kind of reinforcing cement. While the final painting job is being done, the foreman of the painting and finishing section may see dents, cracks, and poor riveting jobs being covered over with base paint without saying anything about it. Thus there are many cases of repairing and exchanging of parts after the articles have been completed. Once the product has passed inspection, however, the factory is not responsible for any defects which may show up later. Hence, a defective product is on sale and no one is responsible for it.
11. In November 1947, there was a major accident (believed to have been an aircraft disintegrating in mid-air). Immediately after that, pilots came over to inspect the planes themselves. Inspection was very strict for about ten days, but soon it lapsed back to its former standard.

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Repair

12. The greatest fault of this factory is that it lacks skilled laborers who can handle repair jobs which need to be done on the tools and machinery of the factory equipment. [redacted]

Political Training in Factory No. 84

13. About once or twice a month there was a meeting of the workers to criticize the workshop. One of these sessions, before or after the usual working hours, used to last twenty or thirty minutes. The topic under discussion was usually some phase of production, but the meeting generally turned into a talk by the supervisor or some factory official.
14. About three or four times a month there were meetings at which newspaper articles were passed around and commented on. These sessions also lasted twenty or thirty minutes and were held during or after working hours. Newspaper items concerning important political matters and production increases were topics of discussion and comments were made by the supervisor or a technician who was ranked with the vice-supervisor. The main objective of these sessions was to inform the very lowest laborer about Party or Government policies which had been announced.
15. At Factory No. 84 the top foremen and technicians, both leaders of the Komсомол, were in charge of wall newspapers and posters. The wall newspapers contained political essays and articles on production conditions, punishment for traitors, and other such subjects. At times they included pictures from the covers of recent magazines. Posters were usually put up to call attention to important yearly events such as the anniversary of the October Revolution or May Day. The average laborer seemed unconcerned about these bulletins and posters. No workers showed any interest in helping out with them and very few were seen standing around reading them.

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16. There was a special training program for officials of the rank of foreman and up. Usually as soon as a man rose from the ranks of the workers to become a foreman, he went to work daily with more zeal, attended political training classes with more interest, and was more careful in his daily actions. This happened because those who had a good record were sent to technical and other schools where they received special training which would enable them to become technicians upon graduation. Non-Party members could also look forward to recommendation for Party membership. In either case, such a promotion would be the first step toward enriching their economic lives.
17. Factory officials of the rank of foreman and up ate their meals together every day and once or twice a month had a special meal at which liquor was served. [redacted] most of the political training, that is, criticism, distribution of information, and commenting, was carried on at this special meal. When the norms for the factory had not been fulfilled, there was much shouting and reprimanding.

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Other Industries in TashkentTextile Combine

18. The productive capacity of the textile combine in Tashkent is said to be second in all the Soviet Union. It is believed that this factory, which carries on spinning and textile manufacture, was expanded a great deal during the war. The factory is kept running 24 hours a day with 6,000 laborers who work in three shifts of eight hours each.

Factory No. 703

19. This factory is located right next to the textile combine. It is equipped with a large casting plant and a large machinery producing unit. During the war munitions were produced here, but now the product is weaving and textile machinery. The factory can be easily converted into a munitions plant to produce shells and tank parts, such as gears. There are 2,000 to 3,000 employees here.

Factory No. 702

20. This is a rather old factory in Tashkent: it has one large casting plant and employs more than 3,000 persons working day and night. At present, a new type cotton combine is being produced here. It is believed that during the war, as a munitions factory, this plant could have turned out gun-carriages (with rubber tires).

Factory No. 735

21. At present, this agricultural equipment plant produces seed-sowing machines, ploughing machines, and grass cutters. It also has a large casting plant. The factory runs 24 hours a day and employs about 2,500 persons. It is said that the factory was hastily set up during the war and equipped with machinery brought from European Russia. It is typical of wartime factories in that it has no loading platform or railroad spur line. During the war, it probably produced parts for tanks and other machinery. The production of agricultural equipment was started in about 1946.

Machinery Factory (nomenclature unknown)

22. Next to Factory No. 735 is another factory which is about the same size, but details of its equipment are unknown. Inside there seems to be a large machinery plant which is said to produce farming implements and parts.

Locomotive Repair Plant

23. This plant employs 3,000 to 4,000 men and does simple and heavy repair jobs on locomotives. It is not, however, capable of handling assembly work on new locomotives. The total number of men working in this plant and in all the Tashkent railroad area, including train crews and rail repair men, would be close to 10,000.

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Factory (supposedly producing engines--nomenclature unknown) 50X1-HUM

24. This factory is supposed to be a secret organization and is closely guarded by men wearing railroad uniforms. [redacted] From all indications, it is believed that the plant produces tank engines and Diesel engines for locomotives. There are about 2,000 employees.

Shoe Factory

25. Riding boots and chuka (sic) boots for the Army fill up most of the orders of this factory; but, since late 1948, work shoes for laborers have also been made here. The shoes manufactured in this plant for laborers and for Army use are all rubber-soled with lacings on the uppers. Very little leather is used. All shoes for civilian wear, including high-heeled shoes for women, are imported from European Russia.

Knitted Goods Factory

26. This factory, which employs about 1,000 persons, manufactures mostly underwear. It does not turn out any high quality goods.

Cable Factory

27. This factory, one of the most important of the district, turns out underground cable lines up to 120 mm (in diameter?) and copper and aluminum cables.

Brick Factories

28. There are about ten brick factories, large and small, in Tashkent. The combined daily output is estimated at 40,000 to 50,000 (bricks?).

Paper Mill

29. In addition to pulp, waste paper and waste thread are used as raw materials for this paper mill, which at present produces water-proof paper for building purposes and paper for cigarettes. About 1,500 are employed here.

Bakeries

30. There are ten bakeries in Tashkent.

Vodka and Wine Distilleries

31. There are two places in Tashkent where vodka and wine are made.

Brewery

32. There is one brewery in Tashkent.

Industries in the Vicinity of Tashkent

Begovat Power Plant

33. One generating unit of the Begovat (40-14N, 69-12E) power plant was put into operation in June 1949. [redacted]

[redacted] the completed plant will be [redacted] powerful [redacted] dams are planned and the plant will be further expanded.

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Angren Coal Mine

34. A coal mine located in the upper reaches of the Angren River (east of Tashkent) was fully developed and activated during World War II. In 1948 and 1949 there were 10,000 to 20,000 prisoners employed there. At present the old mine has been discontinued and the Angren River has had its course altered and veins in its river bed are being exploited. Mechanized digging has not been instituted and the only machine available is a 60-ton crane that loads the coal dug by hand into railroad cars. The veins that are now being worked are about 20 m thick and turn out brown coal or lignite. Daily output is believed to be about 1,800 tons (30 car loads of 60 tons each). Coal reserves in this region are plentiful.

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The Ministry of the Coal Industry has spent much effort developing this coal mine; a large factory is under construction in Tashkent to produce machinery for mining operations. A natural gas system has been planned in connection with this coal mine and work on laying gas pipes from Angren to Tashkent has already begun. In two or three years' time this system should be completed and the gas will be used in Tashkent.

Truck Production

[redacted] the Kolotov truck was being turned out in mass production in 1949. The gears on this truck are very poor and weak compared to the power of the engine. Because there is too much space between the gears, they last for only six months. Iron plates often have to be inserted between gears for an emergency repair job. [redacted] in general the polishing technique on automobile gears is very poor.

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